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reproductions of old and rare prints, of clippings from newspapers, and of title-pages from original editions of important political publications. The English style is admirably adapted to the popular character of the book. It is clear and direct, dignified yet interesting. The proof-reading has been excellent and the printing and binding are what one always expects from the Macmillan Company.

MARSHALL S. BROWN.

The Frigate Constitution, the Central Figure of the Navy under Sail.

By IRA N. HOLLIS. (Boston : Houghton, Mifflin and Co. 1900. Pp. x, 264.)

The Monitor and the Navy under Steam. By FRANK M. BENNETT, Lieutenant U. S. Navy. (Boston : Houghton, Mifflin and Co. 1900. Pp. x, 370.)

AMERICAN naval history has recently received a valuable addition in two books lately published. One, *The Frigate Constitution*, by Professor Ira N. Hollis, describes that memorable period of our country's history in which our navy, like all others, was composed of sailing ships, and when its many famous deeds were performed without steam power and by the sole favor of the wind and currents.

The other book by Lieutenant Bennett of our navy entitled *The Monitor and the Navy under Steam* covers the present period, in which the development of steam and armor engrosses public attention ; the *Monitor* marking the opening of that period, in the War of the Rebellion; while the *Indiana* and her type in the fighting against Cervera furnish tangible proofs of the great strides we have made in the forty years intervening.

Professor Hollis's book, *The Frigate Constitution*, has for sub-title "The Central Figure of the Navy under Sail." The history of the navy during the sail period is in a large degree represented by the record of this great ship, whose various achievements form an almost continuous thread running through long periods of our national life.

The author has given us a most interesting book, and one which, while very useful for historical reference, is made especially interesting by the author's correct and pleasing literary style. His deductions and inferences display for the most part logical and exact processes of reasoning, although we cannot agree with his assertion on page 4 that "Before the invention of the telegraph and the steam engine, campaigns were relatively much longer." We have had no great naval wars and campaigns since the later inventions, and there is nothing in the nature of things to make us believe that campaigns or battles will be shorter or longer. This is an affair of men and of nations, and their physical and nervous endurance, rather than of materials and improved mechanics. Fleets, that in the past "dodged" each other by favor of the wind, will do so more easily with steam at their disposal ; we have had an example

of it in late years. The same is true of land campaigns: Germany, under certain conditions, overcame France in six months; England, on the other hand, is taking two years to finish her campaign against the Boers. History tells us that naval engagements last about four to five hours; Lissa and the Yalu were not different in this from Salamis and Lepanto. The same principle applies to campaigns, and the question will always be one of endurance. If only one side had the steam-engine wars might be shortened and campaigns and battles as well, but both have it, and armor and modern guns, in equal measure. The essential factor is now, as always, not the tool but the hand that uses it; not the weapon but the weapon-wielder.

The author is at his best in the chapters which deal with our war with Tripoli. His gift of description and clearness of style give great value and effectiveness to his brief but lucid narrative of the *Constitution* and our fleet on the Barbary coasts. The same praise is due to the chapters from seven to eleven, in which the author records in the same excellent fashion the prowess and high deeds of our noble frigate during the war of 1812.

Perhaps, however, we should assign the greatest credit to his last chapter where he sums up "what we owe to the *Constitution*;" for it is there that we perceive most clearly the philosophic turn of the author's mind. "It is seldom the event," he says, "which forms character, but rather the revelation of the possibilities within." "Slowly amid numerous humiliations and trials the common people of this country had been acquiring confidence in their union without knowing it." Some great event was needed to show them to themselves. This shock, opening their eyes to the truth, was supplied, our author tells us, by the victory of the *Constitution* over the *Guerrière*, and "brought to the surface the real feeling of the New England people." This and other similar evidences of clear thinking make Professor Hollis's book highly valuable as a contribution to history, and we venture the hope that he has much of such future historical work in prospect.

Lieutenant Bennett's book is full of clearly presented truths. That he should in the opening lines have upheld the fallacy that "The steam-engine has made the nineteenth century a period of marvellous advancement," is not important, because many people who read the book will agree with him. There are some persons of observation and intelligence, who believe that great events must be accounted for by some one special concrete cause. Their minds cling to the needle-gun as the factor which defeated the Austrians in 1866; it is more pleasing to some imaginations that the needle-gun should have done it rather than the laborious toil of thousands of Prussian officers through half a century, building up gradually great qualities of discipline and efficiency. The steam-engine did not greatly affect the nineteenth century, and is only one of numerous fruits of the growth of the race during that century indicating the quality and temper of this stage of national development. The steam-engine is a product of civilization, but not itself a producer; it is an effect not a cause.

A similar doubt hangs about the author's next statement that we have more progress to place to the credit of our nineteenth century, than did those less lucky people, who looked back through their eighteenth or seventeenth century at its achievements. This error too is very popular, and we may be sure that people of General Washington's and Napoleon's time thought the same of the eighteenth, as we do of the nineteenth century, although it may be questioned whether Washington and Napoleon themselves, with their philosophical minds, shared these views.

But why should we dwell upon errors, or perhaps only differences of opinion of author and critic, when we have before us so excellent a work, of lucid style and arrangement, and everywhere governed by the clear judgment and quick mental perception which only can make a mass of facts digestible for readers, or in any way useful to history.

The story begins with an introduction on the "Origin and Progress of Steam Navigation," a well-proportioned résumé of the whole subject. In his next chapter, "Building and Battle of the Iron-Clads," the author has shown by a simple narrative of facts, the conditions which governed the creation of an armored fleet, bringing the chapter to an end with the natural climax of the engagement of the *Merrimac* and *Monitor*. This picture is made plainly visible to us by the author's excellent clearness of style, and his discretion as to the use of excessive language, enabling the reader to contemplate this remarkable event without the disturbance of mind which an inflated rhetoric frequently induces, when describing the heroic acts of history, however simple and simply performed they may have been.

Under the heading of "Some Naval Events of the Civil War" Lieutenant Bennett, in his next chapter, discusses the principal battles of that period, with a natural concentration of interest upon the operations of Admiral Farragut's fleet. In describing this hero of the sea, the author's simplicity of narrative continues unabated, and much as we admire the absence of hysterical laudation in his book, there seems something a little cold in those pages which record the noble achievements of our fleets under Farragut; but Lieutenant Bennett remembers always—and very properly it must be conceded—that he is not writing eulogies, but a history of steam development in our navy. Even in this connection, however, a very strong point could be made of Farragut's influence upon the development of a steam navy. He possessed so high an intelligence, and so keen a discernment, that it was impossible for him to be hide-bound by traditions of former days, if a real improvement in war-fleets presented itself. He never questioned the value of steam as a great factor of war, nor was any improved form of vessel or torpedo-boat or ram discredited with him because it was new or different from his traditions. It was not so with all our leaders. Some there were, of acknowledged bravery and ability, who could not rise above professional prejudices, born of a lifetime of faithful service indeed—but none the less warping their minds and limiting their power to serve their country in time of need.

H. C. TAYLOR.